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DOMINION OF CANADA.

MANITOBA

AND THE

NORTH-WEST,

THE GREAT WHEAT FIELDS, AND STOCK-RAISING DISTRICTS, OF CANADA.

FACTS AND INFORMATION FOR SETTLERS, WITH A MAP OF THE COUNTRY.

MONTREAL, CANADA.

1879.

HUDSON'S BAY CO.

Farming Lands

FOR SALE IN

MANITOBA AND THE NORTH-WEST.

The HUDSON'S BAY CO. own about 7,000,000 of acres in the great fertile belt, and now offer for sale, about 500,000 acres in the townships already surveyed by the Government of Canada.

Full Information in regard to these Lands will be given at the Offices of the Co., in Winnipeg and in Montreal.

C. J. BRYDGES,
Land Commissioner.

MONTREAL, CANADA, 1879.

CANADA

MANITOBA AND THE NORTH WEST

GENERAL PLAN OF THE COUNTRY SHEWING RAILWAY LINES CONSTRUCTING THROUGH THE WHEAT FIELDS AND GRAZING LANDS.

N O R T H W E S T T E R R I T O R Y

M A N I T O B A

LAKE MANITOBA

LAKE WINNIPEG

LAKE OF THE WOODS

Boundary between Manitoba and N.W. Territory

Boundary between Manitoba and Ontario

INTERNATIONAL BOUNDARY

General Course of the Colonisation Railway now under Construction

RAILWAY TO THUNDER BAY ON LAKE SUPERIOR 410 Miles

Sixth Base Line

Fifth Correction Line

Fifth Base Line

Fourth Correction Line

Fourth Base Line

Third Correction Line

Third Base Line

Second Correction Line

Second Base Line

First Correction Line

First Base Line

Principal Meridian

Dawson Road

Red River Settlement

Boyne Settlement

Mennonite Settlement

Fort Ellice

Riding Mountain House

Duck or Bronco Mountains

Bird Tail Creek

Shoal L.

Raven L.

Assiniboine River

Qu'Appelle River

Qu'Appelle Valley

Touchwood Hills

Long Lake

Round Lake

Pheasant Hills

Cut Knife Creek

Battle River

Eagle Hills

Bad Hills

Turtle Mountain

Pembina Mountain

Pembina River

Rock Lake

Tobacco Creek

Big Grass Marsh

Little Saskatchewan River

Riding Mountain

Duck Mountains

Porcupine Hills

Swan River

Valley River

Shell River

Whirlpool River

Red Deer River

Saskatchewan River

Fort à la Corne

Carlton House

Prince Albert

Fort Pelly

Touchwood Hills

Fort Qu'Appelle

Fort Ellice

Fort Pelly

Fort Carlton

Fort Pitt

Fort Edmonton

Battleford

Fort Assiniboine

Fort Saskatchewan

Fort Macleod

Fort Calgary

Fort Walsh

Fort Benton

Fort Shaw

Fort Macleod

Fort Calgary

Fort Edmonton

Fort Saskatchewan

Fort Assiniboine

Battleford

Fort Pitt

Fort Carlton

Prince Albert

Fort à la Corne

Carlton House

Fort Pelly

Fort Ellice

Fort Qu'Appelle

Touchwood Hills

MANITOBA AND THE NORTH-WEST.

The attention of two continents is now earnestly directed to the great wheat fields and cattle raising districts in the British possessions in Manitoba and the North-West.

It is intended in these pages to give some information about that country, and to point out the great advantages which will result to those who desire to settle upon those prolific lands.

The Extent of the Territory.

The Province of Manitoba, in Canada, extends from eastward of the Red River to a line about 100 miles west of that river, and beyond that is the North-West Territory, reaching to the base of the Rocky Mountains, a further distance of nearly 1000 miles.

The Red River runs through Manitoba for nearly 250 miles to its outlet into Lake Winnipeg.

The valley of the Red River is the richest alluvial soil on the continent of North America, and its strength and depth increases, as it nears its mouth.

The Assiniboine River, several hundred miles in length, and which falls into the Red River at Winnipeg, runs through another valley, having a wonderful depth of splendid soil.

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The Little Saskatchewan River falls into the Assiniboine about 150 miles from its mouth, and runs parallel to the Assiniboine about 100 miles to the east of it.

These three rivers in Canadian territory, with their tributaries, comprise an area of wheat and grazing lands 300 miles long by 150 broad, and contain a soil which produces the finest and best wheat in the world. It is now being rapidly settled upon by farmers from Canada, and the United States, and by emigrants from Great Britain and Ireland.

The extent of these lands in Manitoba and the North-West is vastly greater than the area of Great Britain and Ireland and the whole of old Canada combined.

The Productiveness of the Soil.

The productiveness of the soil along the Red River, Assiniboine and Little Saskatchewan Valleys, is greater than in Minnesota or Dakotah, and the yield of wheat per acre is considerably larger. This is also the fact throughout the whole Province of Manitoba. The exhibit of the growth of cereals and vegetables from Manitoba at the agricultural shows this year at Ottawa, Toronto, Hamilton and London, is the strongest testimony of the wonderful fertility and productiveness of the prairie soil of that Province.

If further evidence is needed, it may be found in the speech lately made by the Consul General of the United States for Manitoba, who, as lately as the 3rd October, 1879, made the following statement, in regard to the flow of emigration westward. He said that one of the great tides of emigration now was to the Northern Zone, "specially adapted to wheat growing and cattle raising. That included Canada, Wisconsin,

" Michigan partially, and Minnesota, BUT THREE-FOURTHS OF " THE GREAT WHEAT PRODUCING BELT OF THE CONTINENT " LAY NORTH OF THE BOUNDARY. THERE THE FUTURE BREAD " SUPPLY OF AMERICA, AND OF THE OLD WORLD TOO, WOULD " BE RAISED." HE WENT ON TO SAY " THAT HE WISHED TO " ALLUDE TO THAT WHICH WAS ALSO OF VERY GREAT MO- " MENT, THE MEAT SUPPLY. IN HIS OPINION THE BEEF " RAISED IN THIS NORTHERN DISTRICT TO WHICH HE HAD " REFERRED, WOULD BE FOUND TO BE SUPERIOR IN QUALITY " AND SUPERIOR IN QUANTITY TO ANY THAT COULD BE " RAISED EVEN ON THE PLAINS OF TEXAS AND THE ADJOIN- " ING STATES."

Such testimony is certainly unimpeachable.

The weight of wheat per bushel grown in Manitoba is considerably heavier than in any portion of the United States, and the yield per acre is also very much more. The average yield in the whole of the United States is less than 13 bushels to the acre, whilst in Manitoba the average is more than double that yield per acre.

The land requires no clearing of timber. It simply needs to be ploughed and at once produces most productive crops, thus enabling settlers to avoid all the hardships known to backwoods-men in clearing up heavily timbered lands.

COARSE GRAINS, ROOT CROPS AND VEGETABLES.

In addition to the great productiveness of the soil for wheat, it is also admirably adapted for the growth of oats, barley and all other kinds of grain, the yield per acre being very large. Roots and vegetables of all descriptions grow in the greatest profusion, the yield, as exhibited at the agricul-

tural shows throughout Canada during the present autumn, being superior to similar articles grown in other parts of the Dominion.

Cattle Raising.

The country is well adapted for raising cattle, the prairie grass being peculiarly nourishing and in unlimited quantities. It also makes excellent hay, the only expense being the cost of cutting and drawing to the farm yard. So excellent is the prairie grass that cattle driven for hundreds of miles across the plains, towards a market, improve steadily in weight and condition, as they proceed on their journey. The abundance of grass and hay, and the excellent root crops, which are grown, render the raising of large herds of cattle extremely profitable. An English nobleman has lately satisfied himself of this by personal examination on the spot, and has already started a large stock farm in the Little Saskatchewan country.

Horses remain out throughout the winter, the depth of snow being light, and when brought in, in spring, are in better condition than when turned out at the beginning of winter. They are frequently herded in bands of from one to two hundred, in charge of one man to prevent them roaming too far.

Climate.

The climate of Manitoba and the North-West is extremely healthy. Fever and ague, which exist in so many parts of the Western States, are here entirely unknown. In summer the heat is by no means oppressive, the nights being always cool and bracing. The heat, whilst amply sufficient for the thorough maturity of the crops, is no greater than in Ontario, or throughout the North-Western portion of the continent. In

winter the cold is steady and no greater, as a rule, than is met with in all parts of the western part of the continent north of Chicago. The fall of snow is much lighter than in most parts of Canada, seldom reaching 2 feet in depth. On the whole, the climate is an excellent one, both as regards the health of the inhabitants and the maturity of the crops.

Water Supply.

The country is well watered by numerous rivers, streams, and creeks. Large numbers of lakes and ponds, abounding with wild fowl, exist all over the North-West, and every farm house now in existence has a good well which only requires to be sunk to a moderate depth. The supply of water is everywhere ample.

Means of inter-communication.

The Government of Canada are prosecuting vigorously a line of colonization railway, ultimately to form part of the great Pacific Railway, starting from Winnipeg, and passing through the heart of the belt of land above described. The railway for a distance of 250 miles at least will be in operation by the close of the year 1881, and with the aid of the navigation of the Assiniboine River, which it will cross, will develop an enormous extent of most productive land.

The City of Winnipeg, which nine years ago had about 500 inhabitants, has now a population of nearly 10,000 people. It has several large and well built churches, colleges and schools, where excellent education is to be secured, many stores equal in size and attractiveness to those in the eastern cities, large and good hotels, several banks, and many excellent private residences.

At Portage la Prairie, 70 miles to the westward, a rapidly growing town is rising up. At Emerson, West Lynne, Morris, Palestine, Westbourne, Selkirk, and a good many other places, towns are also rapidly growing.

Present Settlements.

Along the Red River, and for a considerable distance up the Assiniboine River, the land on both banks of the rivers is largely under cultivation, and in driving from Winnipeg westward, one is hardly, for a distance of 250 miles, ever quite out of sight of land under actual cultivation.

In Manitoba the country is generally level prairie, with fringes of trees on the banks of the rivers and creeks. West of Manitoba, the land is more rolling, and interspersed with numerous small lakes and ponds, where enormous numbers of wild geese, duck, plover and snipe abound. The Little Saskatchewan River, which falls into the Assiniboine about 150 miles from its mouth, passes through a splendid country already containing many settlers. It was on this river, near the Riding Mountain, that Lord Elphinstone lately purchased 12,000 acres of land upon which he is now establishing a great stock farm. The Little Saskatchewan is already becoming a favorite resort for emigrants, as many as 100 persons in one day, last year, crossing the ferry at a point called Tanner's Crossing, on their way westward.

What this country wants to fill it up rapidly, and to carry off its surplus products, is a line of railway, and this, as has already been stated, the Government is now energetically prosecuting.

Beyond the territory already referred to, between the Red and Assiniboine rivers, is a country almost equally as good,

stretching for 300 miles further to the North and South branches of the great Saskatchewan River, and beyond that again 400 miles further to Edmonton, on this side of the Rocky Mountains.

Settlers have already taken up land at Prince Albert, nearly 600 miles west of Winnipeg, where already a large quantity of wheat has been reaped this year, and a large additional extent of land broken up to be sown with wheat next year. A town has been laid out in the Prince Albert settlement, which is the seat of an Episcopal See, and where a college under the auspices of the Bishop, is to be at once erected. There is also a Presbyterian mission. At Edmonton wheat has already been raised, and settlers are going in there rapidly.

Map of the Territory.

The map which accompanies this pamphlet will shew the country here described and the general course of the railway being built by the Government as far west as the Assiniboine, and which is expected to be in running order by the end of 1881. A line of railway is already completed from St. Boniface, opposite Winnipeg, on the east side of the Red River to the international boundary, near Emerson, where it connects with the American system of railways through Minnesota to St. Paul and Duluth. The Government is also building a railway from St. Boniface eastward to Thunder Bay on Lake Superior, which is now more than half completed and will, it is hoped, be opened throughout by the time that the line westward from Winnipeg to the Assiniboine river is finished. There will then be upwards of 700 miles of railway in operation, all in British territory, a large portion of it passing through the most

productive part of the great fertile belt, and enabling emigrants and goods to go into the country, and produce to be exported from it, without passing through any foreign territory.

Timber and Fuel Supply.

The line from Winnipeg to Thunder Bay passes through most extensive timber districts near Rat Portage, where large saw mills are now in course of erection, and which will supply at moderate prices all the lumber required for buildings and fences in the western part of the country.

Considerable quantities of timber for building purposes and for fuel also, exist on the banks of all the rivers and creeks, and there are in addition groves of poplar all over the country. No difficulty will be found to exist as regards timber both for building or fuel.

Coal.

Large deposits of coal have been discovered on the Saskatchewan river and also on the Assiniboine. The former has already been worked to some extent, and the quality is pronounced by all who have used it as excellent.

There will be ample fuel of both coal and wood to be distributed by the lines of railway now constructing, in addition to the timber which is found on the banks of all the rivers.

Experience of Settlers.

A few instances may here be usefully given of the success which has attended settlers who have lately gone into the country, and who are yet without the advantages which the railway now constructing will afford.

Near Westbourne, not far from the southern end of Lake Manitoba, a farmer who settled upon 320 acres 4 or 5 years ago, and who was then without means, has now a large well stocked cattle farm, from which last year he realised $2000 in cash from the sale of cattle to new settlers coming into the country. This is about 80 miles west of Winnipeg.

All the way from Winnipeg to beyond the boundary of Manitoba, the country is already largely settled, farm houses and wheat fields with herds of cattle being almost continuously met with.

In the Riding Mountain country, about 40 miles beyond Manitoba, a settler took up a homestead of 160 acres last spring. Seven years ago he was a farm laborer in Devonshire, England. He emigrated to Canada and worked on farms near Stratford. Came to where he now lives in April, 1879, and in September last, had a fair sized log house; had broken up 10 acres of land, which next year he will sow with wheat; had a pair of oxen, plough, harrow, &c.; had a large garden fenced in with an excellent crop of potatoes and vegetables, and had cut on the prairie and stacked sufficient hay to last him through the winter.

In the Prince Albert country a settler from near Haddington, in Scotland, 3 years ago took up a homestead of 160 acres, and also a pre-emption claim of a similar amount, thus giving him a farm of 320 acres. He had no means when he settled there. This year he had 30 acres of splendid wheat, averaging upwards of 30 bushels to the acre; 10 acres of excellent barley, large stacks of hay cut from the prairie, and a large quantity of vegetables of excellent quality. He has built a log house, good sized barn and stable, and has now 5 oxen, 3 cows and pigs.

Numerous similar instances can be met with by any one driving through the country.

In what is called the Pembina Mountain country, lying between the Assiniboine River and the boundary line, the land is also being rapidly taken up, and at the present rate of progress very little land will be left unoccupied in Manitoba in a few years.

Cost of Transport for Crop.

Within two years, as soon as the railways already described, and as shown on the accompanying map, are completed, grain will be taken from any point as far west as Fort Ellice to Thunder Bay on Lake Superior, and put into elevators there, for probably 15 cents a bushel, but certainly never to exceed ..... 20 cents.

Propellers will take it from the elevators, and passing through the Lakes and the enlarged Welland Canal, will deliver it in Montreal for..... 10 "

From Montreal to Liverpool the average freight may be taken at 5*s.* sterling a quarter, which is equal to per bushel..... 15 "

Total..... 45 cents.

Farmers in Manitoba now state that the cost of raising wheat does not exceed, if it reaches, 40 cents a bushel. So that wheat will therefore be grown in Manitoba and delivered in Liverpool at a cost to the producer, including all charges for transport, of 85 cents a bushel, or 28*s.* 4*d.* a quarter.

With wheat selling in England at 40*s.* a quarter, there is thus an enormous profit to be made by the wheat grower in Manitoba and the North-West.

The average price of wheat in England for the 30 years from 1849 to 1878 was 53*s.* a quarter—the highest price being 73*s.* 11*d.* in 1855, and the lowest 39*s.* 7*d.* in 1851.

At the rate at which settlers are now pouring into the country, all the wheat grown in Manitoba for the next two or three years, until the railways now being constructed are completed, will be required for food and seed.

Up to the end of 1878 (the last official returns), upwards of two millions of acres of land had been taken up by actual settlers in Manitoba and the North-West. That quantity is now undoubtedly increased to nearly three millions.

Government Grants of Land.

The Government grants homesteads on alternate sections on each side of the railway, of 160 acres free, and allows settlers to take up an additional 160 acres on the alternate sections on "pre-emption," at prices ranging from $2.50 to $1 an acre. They also sell lands at prices ranging from $5 an acre on the other sections on each side of the railway.

School System.

In addition to the excellent education now obtainable in the City of Winnipeg, the Government have reserved two sections in each township for school lands, the proceeds of which as sold, is to be applied to the establishment of good schools. In every part of the country therefore, as fast as settlement progresses, schools will be provided where good education can be obtained for children. Municipal organisation is also being put in force already in the older settlements, and will be extended as population grows, so that all reasonable wants of settlers will be fully provided for.

How to Reach the Country.

The cost of conveyance from any part of Canada to Manitoba is exceedingly moderate, and the steamers from Great Britain are now so numerous, that the transport of a family from any part of the United Kingdom or from Canada to the great wheat growing and cattle raising districts in the North-West, is hardly appreciable when the advantages offered are considered.

A continuous line of railway now exists from Quebec, Montreal, Toronto, and indeed every town and village throughout the Dominion, to Winnipeg. An alternative route is offered by railway to Sarnia or Collingwood, and then by first class steamers to Duluth at the head of Lake Superior, where direct railway communication exists with Winnipeg.

This lake route will be greatly improved as soon as the railway now under construction from Thunder Bay on Lake Superior to Winnipeg is completed, and the cost and time of conveyance will also be materially lessened.

At present the cost of carriage for each person is as follows :—

By rail all the way, from Montreal through Chicago:

1st class.	Emigrant.
$59.25	$29

From Montreal to Sarnia or Collingwood, and thence by the Lakes via Duluth :

1st class.	Emigrant.
$52	$24

Cattle, goods and agricultural implements are taken at reasonable charges by either route.

The lines of steamers from Liverpool, Glasgow, London, Bristol and Irish ports, carry cabin passengers at from £10 to £18 to Quebec, according to accommodation, and emigrants at from £3 10*s*. to £6 6*s*. per head.

The time occupied by these steamers is from 9 to 12 days, and from Quebec to Winnipeg the time is 4 days by railway throughout, and by way of the lakes 6 days.

Settlers from Europe can therefore reach Manitoba in 14 days from Liverpool, and from any part of Canada, in 4 days or less, at a small outlay.

Hints as to Capital Required.

A settler who wants to take up land in Manitoba, can by an outlay of $2,000 or £400 sterling, secure 160 acres of land in fee, if he pays $5 an acre for it, and provide himself with a reasonably comfortable house, barn, stable, pair of oxen, cow and pigs, ploughs, harrows, and all that is necessary to give him a fair start and a certain competency and happy home for the future.

The taxes are of course much less than either in Canada or Great Britain.

In other words a man with a family can establish himself comfortably, on a farm solely belonging to himself, and without any rent to pay or leasehold obligations of any kind, and which is his property in fee for ever, for a sum which will not equal the average per acre of rent and taxes payable in Great Britain *annually* for a farm of equal size. He can do this for less by taking up a homestead and pre-emption right from the

Government. If he buys land either from Government or from private parties, his payment of say $5 an acre, will be spread over at least 7 years, the annual amount due being paid out of the surplus earnings of the farm, and being practically therefore not felt as an item in his ordinary annual expenditure.

By buying land on the reasonable terms offered as regards terms of payment, a settler with $500 or $1,000 can establish himself very comfortably, and rapidly become independent and the owner of his land in fee. And as has been stated in the instances given at page 11, settlers without any means can by hard work obtain a home for themselves by takiug up Government land as a homestead.

HUDSON'S BAY COMPANY.

FARMING LANDS FOR SALE.

The Hudson's Bay Co. now offer for sale farming lands in the districts of country described in the preceding pages.

They are the owners, under the Dominion Lands Act, of two sections in every surveyed township in the great fertile belt. Each section consists of 640 acres, and will be sold either in block or in quarter sections of 160 acres each. In addition to these two sections in each township, a list is appended of lots owned by the Hudson's Bay Co., and which are now also offered for sale. They comprise some of the very best farms fronting on the Red and Assiniboine rivers. They include lands in the best prairie districts, capable of producing the largest and best crops of wheat; also land admirably adapted for cattle raising; and a large number of wood lots.

These lands are the choicest lots in the country, and are offered for sale on exceedingly easy terms of payment. The prices range from $3 to $6 per acre and upwards, according to location and other circumstances.

The terms of payment are remarkably easy, viz.: one-eighth of the price in cash at the time of sale, and the balance in seven equal annual instalments, with interest at seven per cent. per annum on the amount due.

A purchaser of a farm of 160 acres, at say $4 an acre, will only require to pay $80 in cash, and an equal sum every year for seven years, with interest at seven per cent. per annum. A formal agreement is given him on the payment of the first

instalment, which will be exchanged for a deed on the last payment being made.

The title to the Hudson's Bay Co. is direct from the Crown.

The Company is having all its lots in the several townships, as fast as they are surveyed, reported upon by competent surveyors, so that purchasers can have correct information in regard to the lands they desire to purchase.

The sections in each township belonging to the Hudson's Bay Co., are numbered 8 and 26 as shewn by the diagram on the accompanying map.

The principal land office of the Company is in Main Street, Winnipeg, where full information can be obtained by settlers and parties desiring to purchase lands. An office is also open at 5 Peter Street, Montreal, where full information can also be obtained.

CITY AND TOWN LOTS.

The Hudson's Bay Co. have also a large number of lots for sale in the City of Winnipeg, which has now a population of nearly 10,000 persons.

These lots are situated in the best and healthiest part of the City, and are being rapidly disposed of at moderate prices.

The terms of payment are one fifth in cash at the date of purchase and the balance in 4 equal annual instalments with interest at 7 per cent. per annum.

The Company has also laid out town plots at various other places, where lots are being sold on terms of payment similar to those at Winnipeg.

A town has thus been laid out at West Lynne, on the west side of Red River, next the boundary of the United

States, and where a considerable number of lots have already been sold.

Another has been laid out at Rat Portage, where a station has been established on the line of railway from Winnipeg to Thunder Bay. Large lumber mills are now being built in the vicinity of this place, and there is a valuable extent of water mill privilege, belonging to the Hudson's Bay Co., admirably adapted for grist mills.

At Portage La Prairie, 70 miles west of Winnipeg, a town has been in existence for some time, and a considerable number of lots sold. This is near the line of the railway running westward of Winnipeg, and is the centre of a splendid farming country.

The town of Goschen is now also being surveyed and laid out in the Prince Albert district on the main Saskatchewan River. This town will be the emporium for a large and rapidly increasing wheat growing and cattle raising district.

Other towns will be laid out as settlement progresses, and the necessity for them becomes apparent.

At each of the towns already laid out, excellent stores are owned by the Hudson's Bay Co., where goods of the best quality can be purchased on reasonable terms.

Grist mills are also in process of construction at varions places for the accommodation of settlers, and where grain is purchased.

Letters addressed to the undersigned will be promptly replied to, and every information given to parties desiring to settle on these productive lands.

C. J. BRYDGES,

Land Commissioner, Hudson's Bay Co.

MONTREAL, CANADA, Oct., 1879.

LANDS BELONGING TO THE HUDSONS BAY COMPANY.

The Company has for sale two Sections—Nos. 8 and 26—in every complete township as it is surveyed. Each Section contains 640 acres. There have been about 450 Townships already surveyed, containing about ten millions of acres, of which the Hudson Bay Company own about 500,000 acres.

In addition to these areas the Company has the following lots also for sale.

Schedule of lands belonging to the Hudsons Bay Company in fractional townships, &c.

No. of Township.	Range.	Sections or part of Sections.	Area. (Acres.)
1	2 East.	8	640
1	2	27 SW ¼	160
1	3	8	640
1	3	26 W ½	320
2	2	8 N ½	320
3	1	8	640
3	1	26 S ½	320
3	2	26	640
4	1	8	640
4	2	8	640
4	2	26 W ½	320
4	3	27	640
4	3	28	640
4	3	33	640
4	3	34	640
5	1	8	640
5	1	26 W ½	330
5	2	8	640
5	2	26 NW ¼	160
6	2	7 W ½	320
6	2	12 SW ¼	160
7	2	8	640
7	2	26 W ½	320
7	3	26	640
8	3	7 SW ¼	160
8	3	25 NW ¼	160
9	3	6 SW ¼	160
10	4	8 S ½	320
10	4	26 W ½	320
11	1	26 SE ¼	160
11	1	26 W ½	320
11	2	8 E ½	320
11	4	8	640
11	4	26 W ½	320
11	4	26 SE ¼	160
12	3	8 W ½	320
14	4	8	640

Schedule, &c.—Continued.

No. of Township.	Range.	Sections or part of Sections.	Area. (Acres.)
14	4 East.	26 W ½	320
14	6	8 E ½	320
14	6	8 E ½ of W ½	160
14	6	26 S ½	320
14	6	26 NW ¼	160
15	4	8	640
15	4	26 W ½	320
15	4	26 SE ¼	160
15	6	8 E ½	320
15	6	8 E ½ of W ½	160
15	6	26	640
10	1 West.	8	640
11	1	26 N ½	320
11	2	8	640
11	5	8	640
11	5	26 SW ¼	160
11	6	8 S ½	320
11	6	8 NW ¼	160
11	7	4 N ½	320
11	8	8	640
11	8	26 S ½	320
11	8	26 NW ¼	160
12	2	26	640
12	3	8	640
12	4	8	640
12	5	19 SE ¼	160
12	6	8	640
12	6	26 S ½	320
12	7	8 W ½	320
12	7	8 NE ¼	160
12	7	26 S ½	320
12	7	26 NW ¼	160
13	4	8 N ½	320
13	4	8 SW ¼	160
13	4	26 S ½	320
13	4	26 NW ¼	160
13	3	8	640
13	3	26 S ½	320
8	7	26	640
8	7 East.	15 NW ¼	160
8	6	8	640
13	3	8 8 and SW ¼ of Sec. 26	800
14	3	S ½ of Sec. 8	320
15	3	26	640
16	3	W ½ of W ½ of Sec. 8 & Sec. 26	720
17	4	Sec. 8 and Sec. 26	725.65
18	4	Sec. 8	640
19	4	Sec. 8	640
20	4	Sec. 8	640
21	4	Sec. 8 and Sec. 26 frac	670.60

Schedule, &c.—Continued.

No. of Township.	Range.	Sections or part of Sections.	Area. (Acres.)
22	4 East.	Sec. 8	640
23	4	Sec. 8	640
24	4	Sec. 8 & S ½ & NW ¼ of Sec 26.....	1120
12	5	Sec. 8 & S ½ of Sec. 26.....	960
16	6	SW ¼ of Sec. 8	160
15	7	Sec. 8 and Sec. 26	1280
16	7	S ½ and NW of Sec. 26.....	480
17	7	Sec. 26	640
15	1 West.	Sec. 8 & S ½ & NW ¼ of Sec. 26.....	1140
16	1	NE ½ Sec. 8 frac. & Sec. 36.....	686.80
17	1	Sec. 8 & S ½ & NW ¼ of Sec. 26.....	1120
15	2	Sec. 8 frac.	26.70
16	2	W ½ of Sec. 26 frac.	87.60
17	2	Sec. 8	640
15	4	Sec. 26	640
16	4	Sec. 26	640
17	4	Sec. 8 frac. & Sec. 26	735
13	5	Sec. 8 & Sec. 26	1280
14	5	Sec.8 & frac. & S½ & NW¼ of S.26....	971
18	5	S ½ of Sec. 26	318
19	5	Sec. 26	640
19	6	Sec. 26 frac.	389
20	6	Sec. 8 frac. & Section 26.....	802
14	8	Sec. 8	640
15	9	Sec. 8 & Sec. 26 frac.	953.25
16	9	Sec. 8 & Sec. 26	1280
17	9	Sec. 8 & Sec. 26 frac.	836
18	9	Sec, 8	640
19	9	Sec, 8	640
13	10	S½ NW½ of Sec. 8	480
15	10	Sec. 8 & S½ & NW ¼ of Sec. 26.....	1120
16	10	Sec. 8 S½ of Sec. 26	960
17	10	Sec. 8 frac. S½ & NW ¼ of Sec.26....	677.52
20	10	Sec. 8 & S ½ & NW ¼ of Sec. 26....	1120
15	11	Sec. 8	640
17	11	Sec. 8	640
18	11	Sec. 8 & S ½ & NW ¼ of Sec. 26.....	1120
46	25 West of 2nd prin. meridian.	S½ & NW¼ of Sec. 26	480
46	26	Sec. 8 frac. & S ½ of Sec. 26.....	912.25
45	27	Sec.8 frac. S½ & NW¼ Sec.26 frac.....	806
45	28	S ½ of sec. 26 froc.	210.10
46	28	S ½ & NW ¼ of Sec. 26.....	480
16	11	Sec. 8	640

Schedule of farms fronting on the Red and Assiniboine Rivers, &c.

Lot No.	Locality.	Area. (Acres.)	Remarks.
	Parish of St. Agathe....		
7	" "	144.50	
9	" "	152	
11	" "	159.50	
13	" "	169.50	
15	" "	179.50	
24	" "	129	
26	" "	127.50	
28	" "	124	
29	" "	123	
62	" "	155	
83	" "	101	
104	" "	91	
132	" "	151	
154	" "	132	
176	" "	105	
177	" "	194.50	
179	" "	193.50	
181	" "	178.50	
198	" "	128	
207	" "	80	
209	" "	74	
211	" "	79	
215	" "	151.50	
220	" "	146	
244	" "	123	
271	" "	172	
274	" "	119	
278	" "	181	
280	" "	181.50	
282	" "	180	
284	" "	104	
286	" "	107	
288	" "	107.50	
293	" "	511	
313	" "	116	
348	" "	163	
371	" "	128	
393	" "	104	
413	" "	145	
433	" "	132	
435	" "	132.50	
437	" "	133	
439	" "	135	
441	" "	140	
455	" "	137	
486	" "	151	
506	" "	161	
526	" "	155	
610	" "	160	
632	" "	164	
240	St. Norbert.....	175	
86	St. Boniface.....	19	
6	Baie St. Paul	115	
45	" "	113	

Schedule, &c.—Continued.

Lot No.	Locality.	Area. (Acres.)	Remarks.
76	Baie St. Paul.....	174	
97	" "	140	
119	" "	96	
120	" "	98	
121	" "	96	
122	" "	96	
219	" "	55	
1	High Bluff.....	8	Wood Lot.
21	" "	20	" "
40	" "	20	" "
61	" "	20	" "
81	" "	20	" "
701	" "	20	" "
121	" "	23	" "
4	Poplar Point.....	120.70	
24	" "	134.70	
13	" "	20	Wood Lot.
33	" "	20	" "
53	" "	20	" "
73	" "	20	" "
93	" "	42	" "
G	" "	10.40	" "
20	Portage la Prairie.....	93	Wood Lot.
16	" "	20	" "
36	" "	20	" "
56	" "	20	" "
76	" "	20	" "
96	" "	20	" "
116	" "	24.20	" "
136	" "	20	" "
156	" "	20	" "
176	" "	20	" "
196	" "	20	" "
216	" "	20	" "
236	" "	23	" "
256	" "	20	" "
276	" "	20	" "
296	" "	20	" "
316	" "	20	" "
336	" "	21	" "
356	" "	20	" "
71	St. Anne	115	
74	" "	75	
22	Parish of Westbourne...	195	
23	" " ..	97	
24	Westbourne Co.of W.Marq't	145.80	
23	Par. Portage laPrairie do	229.53	
139	Lane's Post.....	198	
60	Par. of St.Annes Co. of Prov.	323	
5	Oak Point Co. of E. Marqu't	333.75	
123	Parish Baie St. Paul do	786.47	
	Township 15 Range 4.E.	320	

All the foregoing lots are in addition to the two sections—8 and 26— in each complete surveyed township.